MB-M-529

R&E Comm

DD

25X1A

17 September 1962

[redacted]

Dear Jack:

Enclosed herewith are copies of the test plan that we worked out a couple of weeks ago with [redacted] 25X1A

Best regards

Milt
mb

Milt

mb

Enclosures

RECOMMENDED INITIAL TEST PROGRAM OF TYPE B SYSTEM

Priority	ENGINE / TEST / PURPOSE	DERATED 1	2	3	4	5	6	7 early or late long flight	8 early or late long flight	9	FINAL 1	2 letdown needed	3	4 letdown needed	5	6 letdown may be needed/long flt	7 letdown may be needed/ long flt
1	Ground check & flight to confirm elec. & mech. compatibility		T	A													
2	Flights to obtain engr. info. for design of long lead items of #3 system.																
	Pressure & composition of gas vs. time. (Gas contam.sensor, pressure sensor, temps.)										T	T		T		A	
	Temperature vs. time. (Temps. on optics, electr., windows)										T	T		T		A	
	Vibration & stability vs. time. (Pick-ups on attach. & sys., gyro & bubble sigs.)		T	A	A								T		A		
	Operational focus. (Temps on optics)		T	T	A	A						T	T	T	A		
	Resolution capability at best focus.															T	A
3	Flights to obtain engr.info. on remaining des. of #3.																
	Azimuth reference		T	A													
	V/h behavior on clouds		T	T	T	A	e	e	e						e		e
	System start-up time		T	A													
	Exposure programmer							T	T								
	Film drive & IMC. (Single capstan)					T	T	A									
4	Flights to learn range of syst.opn. envelope of proto.																
	Brightness							T	A	e					e		e
	V/h - magnitude							T	e	e					e		e
	V/h - clouds							T	e	e					e		e
	V/h - terrain types							T	e	e					e		e
5	Flights to eval. vacuum window																
	Non-vacuum window & instr.only	T									T						
	Non-vacuum window & system		T									T					

RECOMMENDED INITIAL TEST PROGRAM OF TYPE I SYSTEM

Priority	ENGINE / TEST / PURPOSE	DERATED 1	2	3	4	5	6	7 early or late long flight	8 early or late long flight	9	FINAL 1	2 letdown needed	3	4 letdown needed	5	6 letdown may be needed/long flt	7 letdown may be needed/ long flt
1	Ground check & flight to confirm elec. & mech. compatibility		T	A													
2	Flights to obtain engr. info. for design of long lead items of #3 system.																
	Pressure & composition of gas vs. time. (Gas contam.sensor, pressure sensor, temps.)										T	T		T		A	
	Temperature vs. time. (Temps. on optics, electr., windows)										T	T		T		A	
	Vibration & stability vs. time. (Pick-ups on attach. & sys., gyro & bubble sigs.)		T	A	A								T		A		
	Operational focus. (Temps on optics)		T	T	A	A						T	T	T	A		
	Resolution capability at best focus.															T	A
3	Flights to obtain engr.info. on remaining des. of #3.																
	Azimuth reference		T	A													
	V/h behavior on clouds		T	T	T	A	e	e	e						e		e
	System start-up time		T	A													
	Exposure programmer							T	T								
	Film drive & IMC. (Single capstan)					T	T	A									
4	Flights to learn range of syst.opn. envelope of proto.																
	Brightness							T	A	e					e		e
	V/h - magnitude							T	e	e					e		e
	V/h - clouds							T	e	e					e		e
	V/h - terrain types							T	e	e					e		e
5	Flights to eval. vacuum window																
	Non-vacuum window & instr.only	T									T						
	Non-vacuum window & system		T									T					